

GENERAL NOTES:

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8" dia., holes 15/16" dia., unless otherwise noted.
- Calculated weight of Structural Steel =
M270 Grade 36: 1,330 lbs
M270 Grade 50: 18,750 lbs
- No field welding is permitted except as specified in the contract documents.
- The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

- Reinforcement bars designated (E) shall be epoxy coated.
- Prior to pouring the new concrete deck and end diaphragms at the abutments, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

8. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel and the steel portions of new elastomeric bearings. Only Inorganic Zinc Rich Primer shall be applied to the new structural steel and the steel portions of the new elastomeric bearings in the shop under this contract and is included in "Furnishing and Erecting Structural Steel" and the elastomeric bearing pay items, respectively. The intermediate and top coats shall be applied under a separate painting contract.
- Existing structural steel shall only be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

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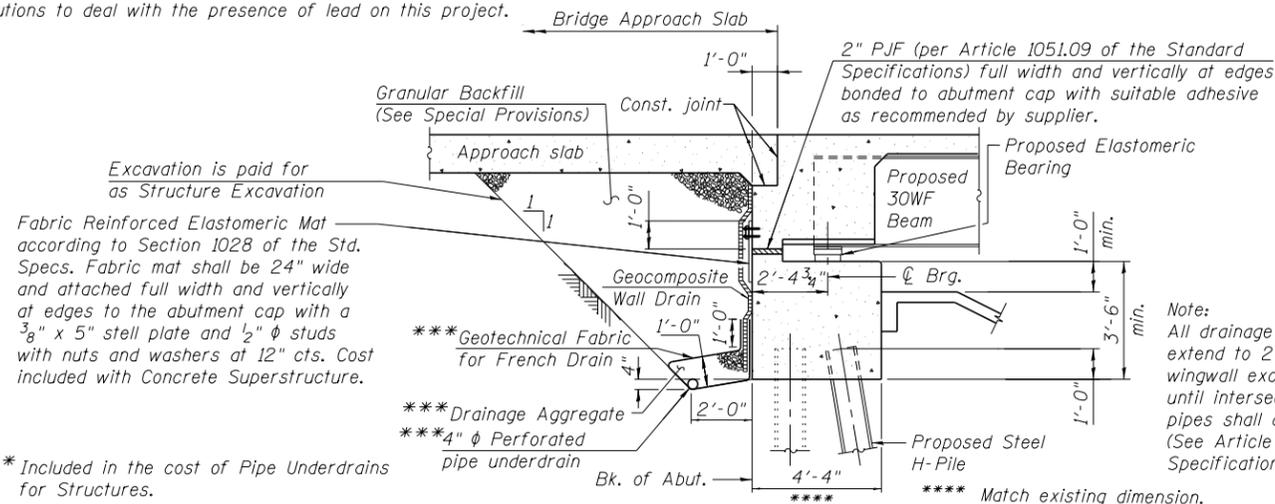
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For existing bridge plans, see Sheets SHX1 thru SHX14 immediately following Sheet SH36.

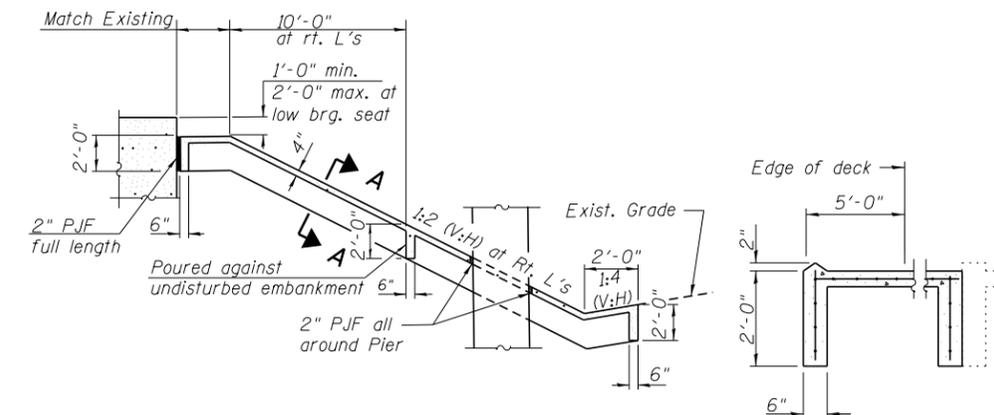
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		36.7	36.7
Slope Wall Removal	Sq. Yd.		493	493
Removal of Existing Concrete Deck	Each	1		1
Protective Shield	Sq. Yd.	413		413
Structure Excavation	Cu. Yd.		290	290
Floor Drains	Each	4		4
Concrete Structures	Cu. Yd.		105.7	105.7
Concrete Superstructure	Cu. Yd.	478.8		478.8
Bridge Deck Grooving	Sq. Yd.	1,309		1,309
Concrete Encasement	Cu. Yd.		0.7	0.7
Protective Coat	Sq. Yd.	1,499		1,499
* Furnishing and Erecting Structural Steel	L Sum	0.03		0.03
Stud Shear Connectors	Each	5,382		5,382
Reinforcement Bars, Epoxy Coated	Pound	105,650	8,250	113,900
Slope Wall 4 Inch	Sq. Yd.		606	606
Furnishing Steel Piles HP12x53	Foot		230	230
Driving Piles	Foot		230	230
Test Pile Steel HP12x53	Each		4	4
Pile Shoes	Each		11	11
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type I	Each	2		2
Elastomeric Bearing Assembly, Type II	Each	1		1
Anchor Bolts, 3/4"	Each	6		6
** Epoxy Crack Injection	Foot		23	23
Geocomposite Wall Drain	Sq. Yd.		137	137
Remove Conduit Attached to Structure	Foot	500		500
Granular Backfill for Structures	Cu. Yd.		315	315
Adjust Rocker and Sole Plate	Each	8		8
Structural Steel Repair	Pound	4,890		4,890
Cleaning Bridge Seats	Sq. Ft.		439	439
** Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.		15	15
** Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.		5	5
Pipe Underdrains for Structures 4"	Foot		114	114
*** Selective Clearing	Unit		2	2
Temporary Soil Retention System	Sq. Ft.		746	746

- * Remainder of this item is installed with other structures in this Contract. See other structures for remaining quantity.
- ** Quantity includes a contingency (above the amounts shown in the individual bills of material) to account for uncertainties associated with the condition of the existing substructure and the age of the original inspections (2008-09). Actual repair areas will be determined by the Engineer in the field.
- *** The quantity for this work is estimated. The intent for this work is to remove accumulations of rubbish, vegetation, etc. on the existing sloped walls and other areas.



SECTION THRU PROPOSED SEMI-INTEGRAL ABUTMENTS
(Horiz. dim. @ Rt. L's)



SECTION THRU CONCRETE SLOPEWALL

NOTE:

Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. W4.0 x W4.0, weighing 58 lbs per 100 sq. ft.

benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10093

FILE NAME =	USER NAME = tjenicke	DESIGNED - CMK	REVISED -
016-0488-60J16-002-General Data.dgn		CHECKED - JAW	REVISED -
	PLOT SCALE =	DRAWN - CMK	REVISED -
	PLOT DATE = 12/20/2013	CHECKED - JAW	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES, BILL OF MATERIAL, AND INDEX OF SHEETS
STRUCTURE NO. 016-0488**

SHEET NO. SH2 OF SH36 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	2013-038B-R	COOK	821	740
CONTRACT NO. 60J16			ILLINOIS FED. AID PROJECT	

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